

We've delivered \$1.3 billion on time, under budget

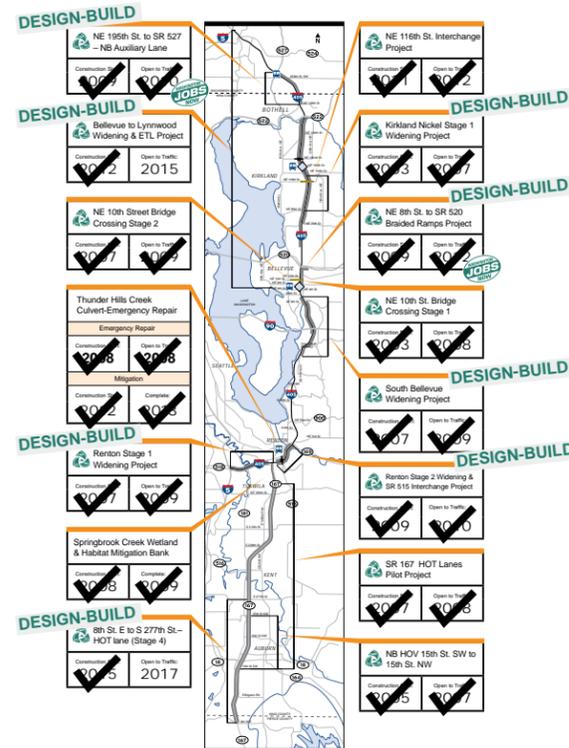
During the past decade, the I-405/SR 167 team has constructed 13 projects in this critical corridor, funded mostly from the Nickel and Transportation Partnership Account (TPA) programs. These projects have brought congestion relief, environmental enhancements, and economic benefits.

Two fully funded projects remain to be delivered: the Bellevue to Lynnwood Widening and Express Toll Lanes project and the SR 167 Widening and HOT Lane Extension project (Stage 4).

\$	1.7 billion	(Nickel and TPA funding)
-	200 million	(RTID/TPA projects moved to future)
\$	1.5 billion	

\$1.3 billion already delivered on schedule, under budget

The remaining funds in the Bellevue to Lynnwood project risk reserve will be used toward the Renton to Bellevue project.



I-405/SR 167 Corridor Project Funding

Project Name	2015 CLB Approved Budget	2015 NLB Approved Budget	Expenditures Thru June 2015	Budget Available	Potential Project Savings
SR 520 to SR 522 Stage 1 (Kirkland Nickel Stage 1) COMPLETE	\$ 78,636,525	\$ -	\$ 78,636,525	\$ -	
Springbrook Creek Wetland and Habitat Mitigation Bank	\$ 15,511,150	\$ -	\$ 14,447,210	\$ 1,063,940	\$ 350,000
112th Ave SE to SE 8th St Widening (South Bellevue) COMPLETE	\$ 192,921,215	\$ -	\$ 192,921,215	\$ -	
I-5 to SR 169 Stage 1 Widening (Renton Stage 1 - includes SR 167 HOT Lane contribution) COMPLETE	\$ 167,125,350	\$ -	\$ 167,125,350	\$ -	
NE 10th St Bridge Crossing (Stages 1 & 2) COMPLETE	\$ 63,300,000	\$ -	\$ 63,300,000	\$ -	
I-5 to SR 169 Stage 2 Widening and SR 515 Interchange (Renton Stage 2 - includes early utility work and reserve)	\$ 148,411,633	\$ -	\$ 148,308,976	\$ 102,657	
NE 195th St to SR 527 NB Auxiliary Lane (Bothell Project - construction only) COMPLETE	\$ 23,718,247	\$ -	\$ 23,718,247	\$ -	
NE 8th St to SR 520 Braided Ramps (Bellevue Braids - includes reserve)	\$ 210,993,782	\$ -	\$ 203,678,698	\$ 7,315,084	\$ 7,297,000
NE 116th St Interchange and Street Improvements (Construction only - includes early utility work) COMPLETE	\$ 17,582,367	\$ -	\$ 17,582,367	\$ -	
NE 6th St to I-5 Widening & ETL (Bellevue to Lynnwood - includes Toll studies, Toll Vendor contract, and risk reserve)	\$ 338,032,930	\$ -	\$ 255,842,804	\$ 82,190,126	\$ 41,428,000
Thunder Hills Creek Culvert Replacement & Mitigation COMPLETE	\$ 15,932,367	\$ -	\$ 15,932,367	\$ -	
NE 44th St to 112th Ave SE Widening (Includes Gypsy Creek)	\$ 150,000,000	\$ -	\$ 5,494,889	\$ -	
NE 132nd St New Interchange	\$ 48,500,000	\$ 75,000,000	\$ -	\$ 75,000,000	
I-405/SR 167 Direct Connector	\$ 53,816,000	\$ 285,000,000	\$ 17,735,826	\$ 307,264,174	\$ 13,000,000
Tukwila to Bellevue Widening and Express Toll Lanes	\$ 17,444,000	\$ 940,200,000	\$ 785,924	\$ 941,035,989	
SR 520/124th St Interchange (PE/RW Only)	\$ -	\$ 40,900,000	\$ -	\$ 40,900,000	
I-405 Wilburton Tunnel (Z Program)	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000	
All other I-405 contributions (TDM, IRT, Totem Lake HOV, I-90 Restripe, SR 169 Renton, Wilburton, TMC)	\$ 13,041,929	\$ -	\$ 5,429,307	\$ 7,612,622	
SR 167/15th ST SW to 15th ST NW - Add HOV Lanes (Stage 3) COMPLETE	\$ 43,680,059	\$ -	\$ 43,680,059	\$ -	
SR 167 HOT Lanes Pilot Project COMPLETE	\$ 18,038,727	\$ -	\$ 18,038,727	\$ -	
SR 167 Improvement Projects - Analysis COMPLETE	\$ 7,406,000	\$ -	\$ 7,406,000	\$ -	
SR 167/8th St E Vic to S 277th St Vic - SB HOT Lane Extension	\$ 83,752,614	\$ -	\$ 28,597,987	\$ 55,154,627	
	\$ 1,707,844,895	\$ 1,346,100,000	\$ 1,308,662,478	\$ 1,522,639,219	\$ 62,075,000

Project Funding Sources Based on TEIS 15LEGBAR & 15NLRBAR
 * 2003 Gas Tax (Nickel Funding) - \$536,470,059
 * 2005 Gas Tax (Partnership Funding) - \$984,999,573
 * 2015 Connecting Washington Account - \$1,346,100,000

* State Special Category Funds - \$5,200,000
 * Other Agency Funds - \$181,175,263
 * Total Funding (All Sources) - \$3,053,964,942



Fall 2015

2015 Megaproject Progress Report

Purpose of this report

The financial and schedule information in this document will assist the Office of Financial Management in meeting its legislative reporting obligations for megaprojects.

Investing in I-405 priority projects

The I-405/SR 167 team continues to build toward the I-405 Master Plan, which calls for a balanced, multimodal approach to transportation in the corridor. To date, the I-405/SR 167 program has completed 13 of the 15 improvements projects funded under Nickel and TPA. The final two projects are nearing completion; the I-405 Bellevue to Lynnwood express toll lanes will open on September 27 and SR 167 HOT lane extension will be complete in early 2017.

The 2015 Connecting Washington transportation package included \$1.2 billion of new investments in the I-405/SR 167 corridor including complete funding for the I-405/SR 167 direct connector, I-405 Renton to Bellevue express toll lanes project, and the I-405 NE 132nd interchange. Preliminary work on the SR 520 and NE 124th interchange was also funded.

Preliminary engineering on the direct connector and Renton to Bellevue project will be funded with reinvested project savings from the Nickel and TPA funds into the corridor.

In 2016, the I-405/SR 167 program, the project team will focus their efforts to:

Partner with Sound Transit to implement I-405 BRT

The I-405 Master Plan identified bus rapid transit as the preferred transit mode for the corridor. Working with our partners at Sound Transit we will identify operational needs, design solutions, and phasing strategies for BRT in the corridor. These recommendations will be forwarded to the Sound Transit Board for consideration in the upcoming ST3 package.

Engage the I-405/SR 167 Executive Advisory Group

For over 15 years, the Executive Advisory Group (EAG) has led strategic planning in the I-405/SR 167 corridor, identifying priority transportation improvements, strategies for implementation, and funding recommendations. In June 2015, the project team reconvened the EAG to discuss updates to the I-405 Master Plan, the launch of express toll lanes, and next steps in the corridor. The project team will continue to engage the EAG to guide the next phase of transportation investments in the corridor.



Travelers on I-405 between Bellevue and Renton experience some of the state's worst traffic congestion. Future improvements will address these trouble spots.

I-405 Master Plan Progress

Program element (including partner agency projects)	Percent complete
Park and ride expansions	80%
New transit centers	70%
Bus Rapid Transit stations	70%
Local arterial improvements	50%
Direct access ramps	45%
Transit service increase	40%
Managed lanes system	40%
Vanpool service increase	30%
Add two new lanes in each direction	30%
Bike/pedestrian improvements	25%

For More Information:
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Completing the 40-mile express toll lane system

A ten-year implementation plan will allow WSDOT to move forward with the funded (green) section of the express toll lanes now to gain valuable operation experience while establishing traffic and revenue history. The proposed, unfunded next priority projects (red) include the critical direct connector at the I-405/SR 167 interchange, the Renton to Bellevue express toll lanes project and the SR 167 HOT lanes extension. When complete, these projects will create a 40+ mile express toll lanes system.

I-405/SR 167 Direct Connector
Cost: \$325 million (\$40 million in PE/RW funded)
Benefit/cost ratio: 4.7 (including all Tukwila to Bellevue projects)
Builds a ramp connecting the future I-405 express lanes to the SR 167 HOT lanes (as shown in rendering below).



Bellevue to Lynnwood Widening and Express Toll Lanes

Cost: \$332 million
Builds an express toll lanes system between NE 6th Street in downtown Bellevue and I-5 in Lynnwood (as shown in visualization below). Under construction and expected to open to traffic on September 27, 2015.



Renton to Bellevue Widening and Express Toll Lanes

Cost: \$890 million
Benefit/cost ratio: 4.7 (including all Tukwila to Bellevue projects)
Builds a dual express toll lane system between SR 167 in Renton and NE 6th Street in Bellevue.

SR 167 Widening and HOT lane extension (Stage 4)

Cost: \$83 million
Extends the existing southbound HOT lane to the King/Pierce County line. This project is under construction and will open to traffic in early 2017.

SR 167 Widening and HOT lane extension (Stage 5)

Cost: \$35 million
Adds a northbound HOT lane at the King/Pierce County line to 15th St SW.

Legend

- █ **Funded**
- █ **Unfunded**
- █ **Existing/Completed**
- Direct connector** (freeway to freeway connection)
- Direct access point**
- Interchange project**

Pursuing priority projects

The EAG has identified the next group of priority projects as part of the I-405 Master Plan.

Bothell to Lynnwood Dual Express Toll Lanes

Cost: \$570 million
Benefit/cost ratio: 1.7
Provides a new direct access connection between SR 522 and I-5 in Lynnwood. Adds a new express toll lane in each direction between SR 522 and I-5.

SR 520/I-405 Interchange and SR 520/124th Ave NE Interchange

Cost: \$550 million
Benefit/cost ratio: 1.1
Builds flyover ramps connecting the express toll lanes with I-405 and the HOV lane on SR 520. Rebuilds the SR 520/124th Ave NE interchange to Master Plan configuration.



Legend

- █ **Funded**
- █ **Unfunded**
- █ **Existing/Completed**
- Direct connector** (freeway to freeway connection)
- Direct access point**
- Interchange project**

I-405/NE 132nd St. Interchange

Cost: \$75 million
Benefit/cost ratio: 1.1
Builds a new half-diamond interchange at NE 132nd St. in Kirkland.

Willburton Crossing

Cost: \$5 million
Builds new crossing to connect the Eastside Rail Corridor bike/ped trail over I-405. WSDOT formalized its commitment to build the crossing by including it as a line item in the 2015 Connecting Washington budget.

I-90/I-405 Interchange Direct Connectors

Cost: \$535 million
Funded: \$215 million
Benefit/cost ratio: 1.6
Builds two new flyover ramps connecting the express toll lanes on I-405 with the HOV lanes on I-90 to connect Bellevue and Renton to Issaquah.

SR 167 Stage 6

Cost: \$300 million
Benefit/cost ratio: 2.5
Extends the SR 167 HOT lanes northbound and southbound to the SR 410/SR 512 interchange.

Progressing on the Master Plan

The I-405 Master Plan is a balanced, multimodal approach to transportation in the corridor. The Master Plan calls for two new highway lanes in each direction. Most of the interchanges in the corridor will need to be reconstructed in order to accommodate these new lanes. Express toll lanes offer the most cost effective staging approach to the ambitious Master Plan by minimizing interchange reconstruction, while creating one new through lane in each direction.

What does the Master Plan include?

- 2 new lanes in each direction
- Managed lanes system
- Bus Rapid Transit system
- 9 new transit centers added
- 50% transit service increase
- HOV direct access ramps and flyer stops
- 5,000 new Park & Ride spaces
- 1,700 new vanpools
- Local arterial improvements
- Bicycle and pedestrian improvements
- Environmental enhancements

Legend

- █ **Added Freeway Lanes & Connections**
Two new lanes added each direction on I-405 and interchanges upgraded, key chokepoints fixed at SR 167, I-90, Kirkland and Bothell
- █ **Bus Rapid Transit (BRT) Service**
New bus rapid transit system deployed
- █ **Transit Service**
50% Transit service increase with HOV lane and direct access improvements
- █ **Arterial Improvements**
Local arterials improved
- HOV Lane Access Point**
- BRT Stations**
Ten new BRT stations
- Transit Centers**
Nine transit centers
- Park-and-Ride Lots**
5,000 new park-and-ride spaces

